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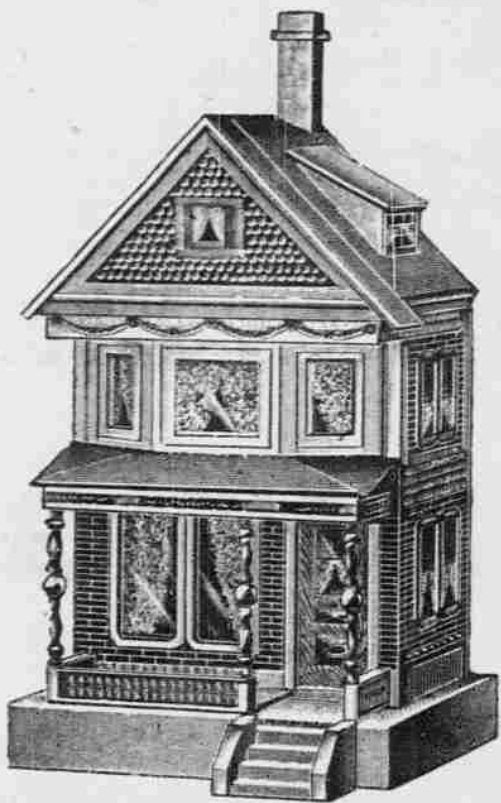
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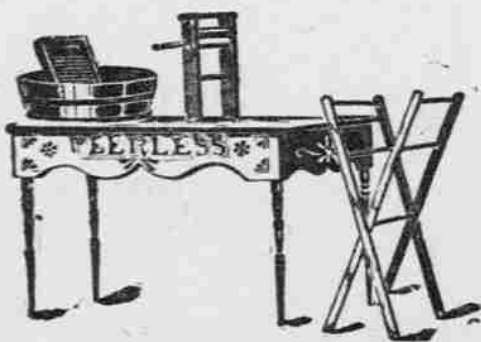
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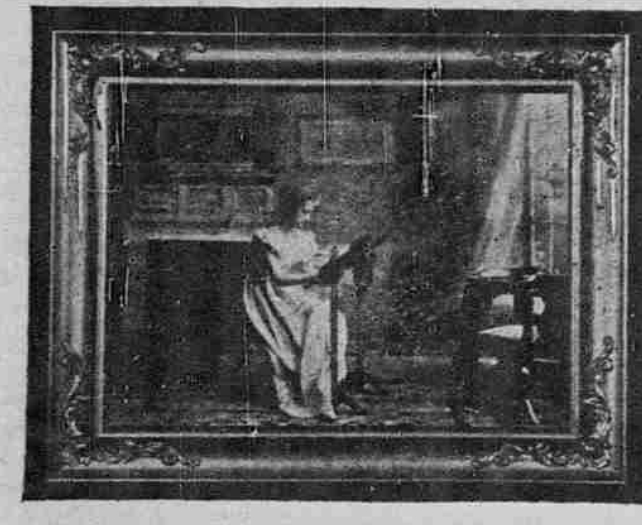
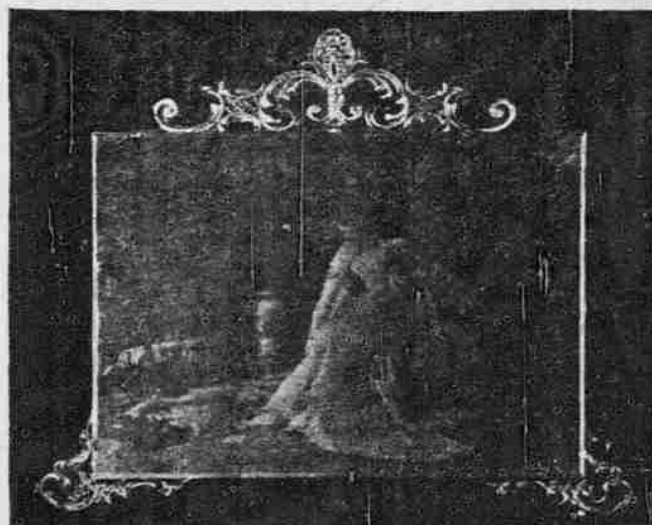
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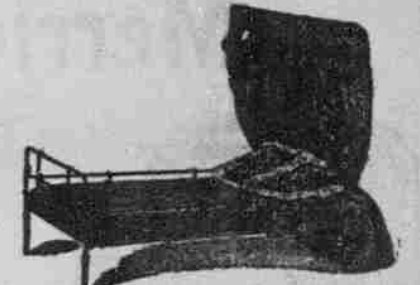
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TROUBLE IN SOUTH SEAS

Natives of New Hebrides Getting Hard to Manage.

The Sydney Herald of November 15th tells the story of a cruise of H. M. S. Mutine among the faraway islands of the South Pacific.

"After an absence of nearly seven months from Sydney," says the Herald, "H. M. S. Mutine, one of the new sloops selected 12 months ago for service on the Australian station, returned yesterday from her first cruise in the islands and moored in Farm Cove. She sailed from this port on April 26 and at once encountered a terrific tempest, which continued to rage with unabated fury until Noumea was reached seven days after departure from Sydney. The officers of the Mutine unite in describing the storm as the worst experienced during the commission of the vessel. Nothing approaching the severity of this gale was met with on the voyage from England to the Far East, or while the vessel was engaged on the China station. The wind attained a very great velocity and the seas were running mountain high. Sloops of the description of the Mutine are not regarded as good sea boats and she pitched severely and rolled rails under. The decks were constantly flooded, for sea after sea broke right over the vessel. Some conception of the boisterous conditions may be formed from the fact that one gigantic sea reduced three of the Mutine's boats to splinters as they hung in the davits. Every one on board was glad when Noumea was at last reached.

"The Mutine has been employed in cruising among the many islands of the New Hebrides group, with occasional visits to Noumea to secure fresh supplies of coal. The warship sailed whenever the winds were favorable and in this way the coal consumption was materially kept down. It is estimated that during her absence from Sydney the Mutine steamed and sailed between 12,000 and 14,000 miles. Upward of 30 of the islands embraced in the New Hebrides group were visited, calls being made at the principal islands on more than one occasion. Captain Rason, R. N., the British Resident Commissioner in the New Hebrides, was twice conveyed by the Mutine on a trip round the islands on business connected with the administration of the group. The residence for the Commissioner has just been completed and Captain Rason, R. N., is expected to take possession this month. The dwelling has been erected

on a small island known as Iridiki, of which Captain Rason will be the sole inhabitant. It is within the port of Vila, but is separated from the mainland by about a quarter of a mile of water.

"Six meetings of the Anglo-French commission were held during the stay of the Mutine in the New Hebrides. The commission consists of Commander Ernest E. Lacy and Lieutenants Duncan H. Carmichael and Harold B. Bedwell of the Mutine, and Captain Ytler, commander of the French man-of-war Muerthe, and two of his officers. The joint or 'mixed' commission, as it is termed, investigated a large number of complaints which had been reported to the Resident Commissioner, and gave its decisions. As is usually the case with the time of the commission was taken up in connection with land disputes.

"Two murders of French subjects occurred while the Mutine was in the group. In regard to the murder of Captain Pentecost in August last the officers of the Mutine state that four of the natives who participated in the affray were recently arrested by the French man-of-war Muerthe and taken to Noumea, where they were to have been tried last week. Perhaps by this time the men have been guillotined. The Muerthe was to have sailed from Noumea on the 9th inst. for the New Hebrides to investigate the circumstances surrounding the murders of the captain and mate of the ketch La Perle, and to endeavor to seize the natives implicated in the plot. It is stated on the authority of the officers of the Mutine that the natives take full advantage of the fact that the group is under dual control, for they are very unruly. They realize that one nation cannot burn their villages or avenge murders in the usual way without consulting the other party to the agreement. Delays thus take place and the natives are not nowadays afraid of the warships. It is claimed that if the group was under the control of one nation the murders in the islands would have been avenged long since and a repetition of these crimes rendered highly improbable. Since war vessels have ceased to inspire fear

among the natives they have become very difficult to manage.

"Tribal wars continue between the bush tribes and the coastal tribes, especially in the island of Malekula. These wars, the officers of the Mutine state, never cease, but the rate of mortality is very low. Pitched battles never take place between the tribes, for the warfare is carried on by lying in ambush for one of the enemy. In shooting one another the natives endeavor to place the gun within a few inches of the breast of the victim.

"A serious drought was being experienced in the New Hebrides when the Mutine sailed from Vila on October 22. The residents were at that time very anxious, for the tanks were dry and the township had only three or four days' supply. The water used in Vila was carried from a small stream two miles distant. It was feared that the maize, coffee and manila crops would be ruined and building operations were suspended owing to the fact that fresh water with which to mix mortar was unobtainable. The residents, however, anticipated good rains during November, and the officers of the Mutine are of opinion that welcome downpours have since been received."

An Enjoyable Outing.

The most attractive day's outing is that afforded by the excursion down the railroad line. The HALEIWA LIMITED, a first-class train, leaves Honolulu every Sunday morning at 8:22 o'clock making the run in two hours, the rate for round trip being only \$2.00. From 10:22 a. m. until 8:10 p. m. is spent at the beautiful HOTEL HALEIWA, with fresh and salt water bathing, tennis, golf drives and walks, shooting or fishing and you are back in town at 10:10 o'clock in the evening.

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